Nos 560-1-2-3

Profile & Decks

— COPY —

J L Thompson & Sons

No. 560 - S/S "BOSNIA"

SUNDERLAND RPT. NO. 29682

CATALINA. S. EX *THEO EX No. 561. - S/S "BACTRIA"

SUNDERLAND RPT. NO.

No. 562 - S/S "BOTHNIA"

SUNDERLAND RPT. NO.

No. 563. - S/S "BANTRIA"

SUNDERLAND RPT. NO. 29764.

PLANS TRANSFERRED TO SISTER VESSEL

*Capetan Manolis M/V

Dus Sec 596

M/[illegible]

* M/M *3336

003333-003340-0074

S.S. Nos 560·1·2·3.

PROFILE & DECK PLAN.

292·0 L.B.P. × 45·0 Bth Ext × 22·6 Depth Mld.

Scale 1/8" : 1 Foot.

Lloyds London
4/9/27

Copy of LLOYDS approved plan.

SCANTLING OF HATCHES, BULKHEADS, ETC TO BE SUBMITTED LATER.

BRIDGE DECK HATCHES 14·3½ × 24·0 × 2·6
SIDE COAMING ·44
FOUNDATION 3½ × 3½ × ·44
WEBS 14" × ·34 with 5" × 3½ × ·46 ANGLES

MASTS, WINCHES & WINDLASS SUPPORTED TO SURVEYOR'S SATISFACTION.

NOTE:- POSITIONS OF BUTTS ARE APPROXIMATE.

SEE BULKHEAD PLAN TO BE SUBMITTED

HATCH SIDE.
HATCH END.
Section 25 3d.
WHEEL HOUSE.
CHART & CAPTAINS HOUSE.
MARCONI HOUSE.
MESS ROOM
GALLEY
COAL SHOOT
SALOON HOUSE.
STEERING GEAR HOUSE.
DOOR TO TUNNEL TRUNK.
BRIDGE DECK
UPPER DK
3RD DECK
AFTER HOLD.
ENGINE ROOM.
MAIN HOLD 'A'.
MAIN HOLD.
FORE HOLD.
MAST HOUSE
CREW ACCOMMODATION.
WATER BALLAST
INTERCOSTAL STRINGER.
CEILING UNDER HATCHES & OVER BILGES.
FORE END FLOORS ·34.
FORE PEAK FRAMES 6·3·38 B.A. SPACED 24 APART.
BRIDGE DECK.
UPPER DECK
2ND DECK.
ENGINE ROOM
BOILER ROOM
BUNKER
BOILER
DONKEY BOILER
STEERING ENGINE
TUNNEL RECESS.
INTERMEDIATE BKTS. UNDER STRINGERS IN FORE PEAK.
·34 FLANGED TO STRINGER.
1ST STRINGER BELOW DECK.
2ND STRINGER BELOW DECK.
STRINGER 30 × ·34
5 × 5 × ·34 SHELL BAR.

9393.
560-1.2.3
1.9.27.

(Signed) W. Y.
6.9.27.

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003333-003340-0074

Sunderland.
J. L. Thompson & Sons.
- No. 563. -
S.S. "BANTRIA."
Profile & Decks.
(as built).

LLOYD'S REGISTER OF
SUNDERLAND
SHIPPING

SUNDERLAND RPT. No. 29764.

013115-013124-0220

S. S. BANTRIA.

PROFILE & DECK PLAN.

292·0 L.B.P × 45·0 B^TH EXT × 22·6 DEPTH MLD.

SCALE 1/8" : 1 FOOT.

LLOYD'S REGISTER OF SHIPPING SUNDERLAND

SCANTLING OF HATCHES, BULKHEADS, ETC HAS BEEN SUBMITTED.
WHEEL HOUSE.
CHART & CAPTAINS HOUSE.
MARCONI HOUSE.
MESS ROOM.
GALLEY
COAL SHOOT.
SALOON HOUSE.
STORE ROOM.
WOOD BHD.
BRIDGE DECK HATCHES 14·3½ × 24·0 × 2·6
SIDE COAMING ·44
FOUNDATION 3½ × 3½ × ·44
WEBS 14" × ·34 WITH 5" × 3½ × ·46 ANGLES
HATCH SIDE.
HATCH END.
SECTION 25, 3d.
MASTS, WINCHES & WINDLASS, SUPPORTED TO SURVEYOR'S SATISFACTION.
STEERING GEAR HOUSE.
DOOR TO TUNNEL TRUNK.
SECTION 22 4·A.
BRIDGE DECK.
4 CONSECUTIVE FRAMES CARRIED UP TO BDGE DK.
HATCH 22·5½ × 17·6 × 2·6 COAMING.
HATCH 14·3½ × 24·0 × 2·6
HATCH 14·3½ × 24·0 × 9 B.A. COAMING.
UPPER DK.
STORE.
W.T. FLAT.
WASH PLATE ·30
TRUNK TO TUNNEL.
HATCH 22·5½ × 17·6 × 3 COAMING.
2ND DECK.
HATCH 14·3½ × 24·0 × 3 COAMING.
C.L. BULKHD ·30 6 × 3 × ·30 O.A. STIFFS.
RECESS TOP ·38
6 × 3 × ·30 O.A.
AFTER HOLD.
WATER BALLAST.
W.T. BULKD.
RECESS.
AFTER END FLOORS ·34
WELL.
THRUST RECESS.
CEILING UNDER HATCHES & OVER BILGES.
WATER BALLAST
AFTER END FLOORS ·34
ENGINE ROOM.
PORT BUNKER
STBD. BUNKER
SEMI BOX BEAM (SEE BELOW)
4½ DIA. PILLAR
DRY TANK
W.T. DOOR EACH SIDE
POCKET BUNKER. PORT STARBD
MAIN HOLD 'A'.
BRIDGE DECK.
COAMING
FLANGE.
4 CONSECUTIVE FRAMES SECTION 22, 4A. CARRIED UP TO BDGE DK.
HATCH 14·3½ × 24·0 × 2·6 COAMING.
HATCH 24·6 × 17·6 × 2·6 COAMING.
HATCH 16·4 × 24·0 × 9 B.A. COAMING.
HATCH 16·4 × 24·0 × 3 COAMING.
HATCH 24·6 × 17·6 × 3 COAMING.
HATCH 22·5½ × 17·6 × 2·6 COAMING.
HATCH 22·5½ × 17·6 × 3 COAMING.
WEB AT CENTRE UNDER HEAVY DERRICK STEP.
MAST HOUSE.
MAIN HOLD.
WOOD BULKD.
FORE HOLD.
INTERCOSTAL STRINGER.
CREW ACCOMMODATION.
CHAIN LOCKER
PEAK BEAMS 7 × 3 × ·42 B.A.
FORE END FLOORS ·34.
6 × 3 × ·38 B.A. PEAK FRAMES SPACED 24 APART.
FRAMES 7 × 3 × ·36 B.A. SPACED 24½ APART ALTERNATE CARRIED UP TO BRIDGE DK.
3/4 LTH.
3/5 LTH.
1/2 LTH.
PARTIAL SOLID FLOORS UNDER THRUST
9 × 3½ × ·48 B.A. FRAMES + ·06 IN WAY OF BUNKERS & BOILERS. ALTERNATE FRAMES CARRIED UP TO BRIDGE DK.
7 × 3 × ·36 B.A. FRAMES WITH ALTERNATE FRAMES CARRIED UP TO BRIDGE
BOTTOM STRENGTHENED FORWARD AS PER RULE.
FRAMES 9 × 3 × ·40 B.A.
FRAMES 24½ APART.
FORE PEAK FRAMES. 6 × 3 × ·38 B.A. SPACED 24 APART.
BRIDGE DECK.
STRINGER BAR 3½ × 3½ × ·37
BRIDGE DECK BEAM KNEES 3T. × ·38
HATCH
GALLEY
DOUBLING PLATE
2 WEBS 14·9 APART
GALLEY FLOOR BEAMS
HATCH 14·3½ × 24·0
DECK SHEATHED WITH WOOD.
UPPER DECK.
THROUGH BEAMS 8½ × 3 × ·42 B.A. IN WAY OF CASING & 24·0 HATCHES 6 × 3 × ·37 O.A. KNEES 3T. × ·42.
HATCH 22·5½ × 17·6
HATCH 14·3½ × 24·0
ENGINE ROOM.
BOILER ROOM.
HATCH 16·4 × 24·0
HATCH 24·6 × 17·6
HATCH 22·5½ × 17·6
·44 UNDER STEERING ENGINE
INTERCOSTAL & 4½ DIA. PILLAR AT CENTRE.
2ND DECK.
PORT SIDE BUNKER
BOILER
DONKEY BOILER.
ENGINE ROOM.
POCKET BUNKER
HATCH 16·4 × 24·0
HATCH 24·6 × 17·6
HATCH 22·5½ × 17·6
CHAIN LR.
W.T. HATCH.
TUNNEL RECESS.
SEE BULKHEAD PLAN
·36 STRINGER 5 × 3 × ·36 FACE BAR. 3 × 3 × ·34 SHELL LUGS. 4 × 3 × ·34 FRAME LUGS
2ND STRINGER BELOW DECK.
1ST STRINGER BELOW DECK
FLANGED BKT. ·34
7 × 3 × ·42 B.A. BEAMS KNEES 3T. × ·45
STRINGER 30 × ·34 5 × 5 × ·34 SHELL BAR.
CHAIN LR. BOTTOM WATERTIGHT.
WASH PLATE
INTERMEDIATE BKTS. UNDER STRINGERS IN FORE PEAK.
·34 FLANGED TO STRINGER.

JOSEPH L. THOMPSON & SONS, LIMITED SUNDERLAND

PLAN NO 9561

SHIP NO 563

DATE 12·6·28

Nº 560 - 1 - 2 - 3

MIDSHIP SECTION

COPY OF
LLOYDS
APPROVED PLAN.

— COPY —

J. L. THOMPSON & SONS

No. 560 - S/S "BOSNIA"
SUNDERLAND RPT. NO. 29682
No. 561 - S/S * "BACTRIA"
" " THEO
SUNDERLAND RPT. NO.
No. 562 - S/S "BOTHNIA"
" " EMILY
SUNDERLAND RPT. NO.
No. 563 - S/S "BANTRIA"
SUNDERLAND RPT. NO. 29764.
M/M 3336

PLANS TRANSFERRED
TO SISTER VESSEL

Capitan Manolis

[illegible]

LLOYDS

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Lloyd's Register
Foundation
003333-003340-0075

Lloyds Stamps
6.9.27

— MIDSHIP SECTION. —

S.S. Nos 560·1·2·3.

LLOYDS 100 A.1. CLASS.

scale ½" = 1 Foot.

LLOYDS

Corrected to Lloyds.

PRINCIPAL DIMENSIONS.

LENGTH B.P.	292'·0"
BREADTH EXTREME.	45'·0"
" MOULDED.	44'·9"
DEPTH MLD UPPER DK.	22'·6"
DEPTHS TO LENGTH (UPPER DK.)	12·98
" " " (BRIDGE)	9·65

NUMERALS.

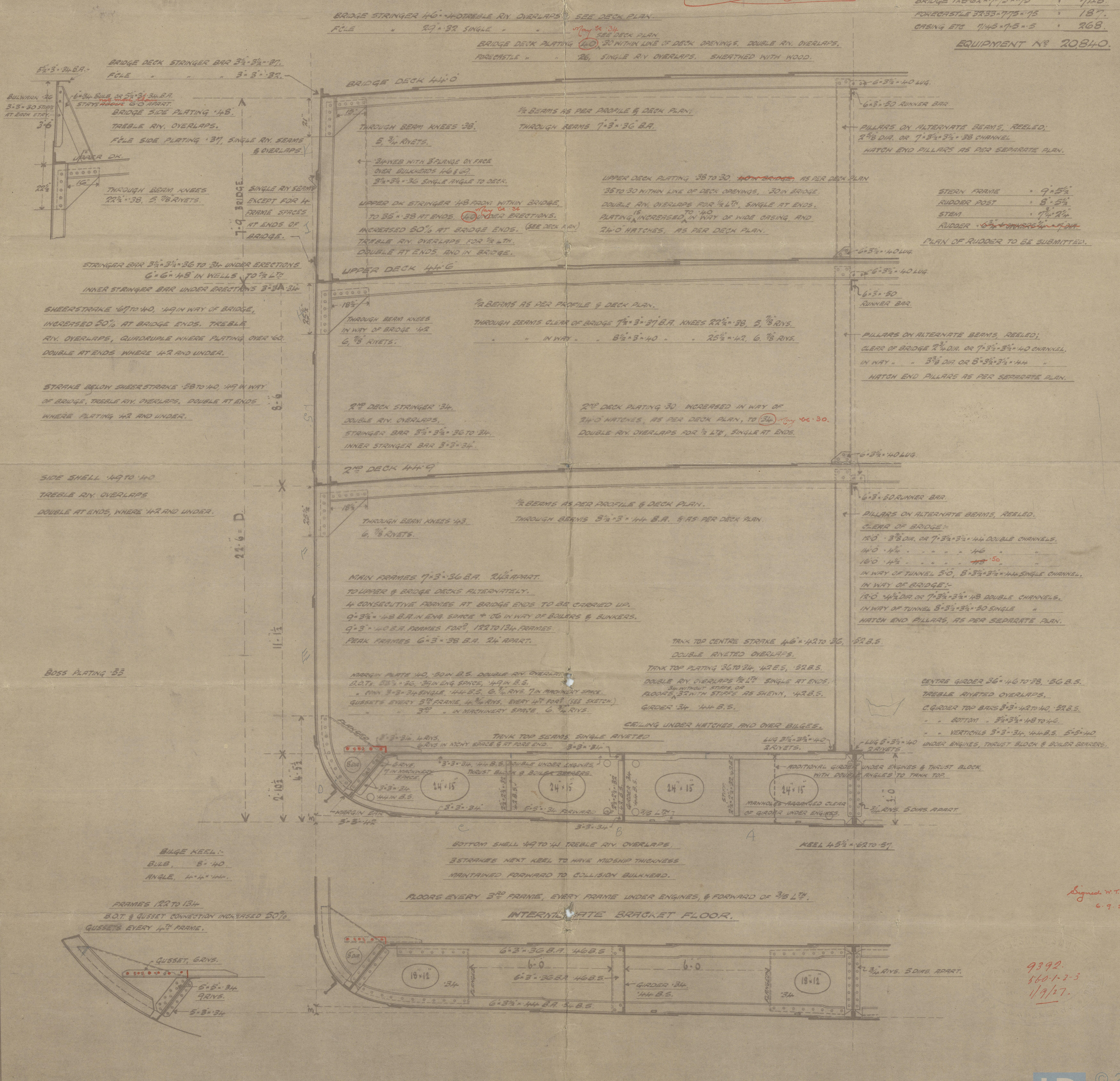
D = 22·5' d = 11·12

D × L = (22·5 × 292)	6570.
(B+D) × L = (44·75 + 22·5) × 292	19637.
ERECTIONS = 55% OF L	

EQUIPMENT NUMERALS.

(B+D) × L	19637.
BRIDGE 128·62 × 7·75 × ·75	748.
FORECASTLE 32·33 × 7·75 × ·75	187.
CASING ETC 71·45 × 7·5 × ·5	268.

EQUIPMENT No 20,840.



BRIDGE STRINGER 46" × ·40 TREBLE RIV. OVERLAPS. SEE DECK PLAN.
F'CLE " 29" × ·32 SINGLE " "

BRIDGE DECK PLATING ·40 (May be ·34) ·30 WITHIN LINE OF DECK OPENINGS. DOUBLE RIV. OVERLAPS. SEE DECK PLAN
FORECASTLE " " ·26, SINGLE RIV OVERLAPS. SHEATHED WITH WOOD.

BRIDGE DECK STRINGER BAR 3½" × 3½" × ·37.
F'CLE " " " 3" × 3" × ·32.

6" × 34 BULB OR 5½" × 3½" × 34 B.A. STAYS ~~ABOUT~~ not more than 6'0 APART.

BULWARK ·26
3 × 3 × 30 STRIPS AT EACH STAY.

BRIDGE SIDE PLATING ·48.
TREBLE RIV. OVERLAPS.
F'CLE SIDE PLATING ·37, SINGLE RIV. SEAMS & OVERLAPS.

THROUGH BEAM KNEES 22½" × ·38, 5, 7/8" RIVETS.

SINGLE RIV SEAMS EXCEPT FOR 4 FRAME SPACES AT ENDS OF BRIDGE.

THROUGH BEAM KNEES ·38.
5, ¾" RIVETS.

½ BEAMS AS PER PROFILE & DECK PLAN.
THROUGH BEAMS 7" × 3" × ·36" B.A.

·34 WEB WITH 3" FLANGE ON FACE OVER BULKHEADS 46 & 69.
3½ × 3½ × ·36 SINGLE ANGLE TO DECK.

UPPER DK STRINGER ·48 FROM WITHIN BRIDGE, TO 35" × ·38 AT ENDS. ·40 (May be ·34) UNDER ERECTIONS. INCREASED 50% AT BRIDGE ENDS. (SEE DECK PLAN) TREBLE RIV. OVERLAPS FOR ½ LTH. DOUBLE AT ENDS AND IN BRIDGE.

UPPER DECK PLATING ·38 TO ·30, ~~·40 IN BRIDGE~~, AS PER DECK PLAN ·35 TO ·30 WITHIN LINE OF DECK OPENINGS, ·30 IN BRIDGE. DOUBLE RIV. OVERLAPS FOR ½ LTH, SINGLE AT ENDS. PLATING ·15 INCREASED TO ·40 IN WAY OF WIDE CASING, AND 24'·0" HATCHES, AS PER DECK PLAN.

PILLARS ON ALTERNATE BEAMS, REELED; 2⅝" DIA. OR 7" × 3½" × 3½" × ·38 CHANNEL
HATCH END PILLARS AS PER SEPARATE PLAN.

STERN FRAME	9" × 5½"
RUDDER POST	8" × 5½"
STEM	7¾" × 2¼"
RUDDER	~~6¾" [illegible] 4" DIA.~~

PLAN OF RUDDER TO BE SUBMITTED.

STRINGER BAR 3½" × 3½" × ·36 TO ·34 UNDER ERECTIONS
6" × 6" × ·48" IN WELLS TO ½ LTH
INNER STRINGER BAR UNDER ERECTIONS 3" × 3" × ·34

SHEERSTRAKE ·67 TO ·40, ·49 IN WAY OF BRIDGE, INCREASED 50% AT BRIDGE ENDS. TREBLE RIV. OVERLAPS, QUADRUPLE WHERE PLATING OVER ·60. DOUBLE AT ENDS WHERE ·42 AND UNDER.

STRAKE BELOW SHEERSTRAKE ·58 TO ·40, ·49 IN WAY OF BRIDGE, TREBLE RIV. OVERLAPS. DOUBLE AT ENDS WHERE PLATING ·42 AND UNDER.

THROUGH BEAM KNEES IN WAY OF BRIDGE ·42
6, 7/8" RIVETS.

½ BEAMS AS PER PROFILE & DECK PLAN.
THROUGH BEAMS CLEAR OF BRIDGE 7½" × 3" × ·37" B.A. KNEES 22½" × ·38, 5, 7/8" RIVS.
" " IN WAY " " 8½" × 3" × ·40 " " 25½" × ·42, 6, 7/8" RIVS.

PILLARS ON ALTERNATE BEAMS, REELED; CLEAR OF BRIDGE 2¾" DIA. OR 7" × 3½" × 3½" × ·40 CHANNEL.
IN WAY " " 3⅜" DIA. OR 8" × 3½" × 3½" × ·44 "
HATCH END PILLARS AS PER SEPARATE PLAN.

2ND DECK STRINGER ·34.
DOUBLE RIV. OVERLAPS.
STRINGER BAR 3½" × 3½" × ·36 TO ·34.
INNER STRINGER BAR 3" × 3" × ·34".

2ND DECK PLATING ·30 INCREASED IN WAY OF 24'·0" HATCHES, AS PER DECK PLAN, TO ·34 (May be ·30.)
DOUBLE RIV. OVERLAPS FOR ½ LTH, SINGLE AT ENDS.

SIDE SHELL ·49 TO ·40
TREBLE RIV. OVERLAPS
DOUBLE AT ENDS, WHERE ·42 AND UNDER.

THROUGH BEAM KNEES ·43.
6, 7/8" RIVETS.

½ BEAMS AS PER PROFILE & DECK PLAN.
THROUGH BEAMS 8½" × 3" × ·44 B.A. & AS PER DECK PLAN.

PILLARS ON ALTERNATE BEAMS, REELED.
CLEAR OF BRIDGE:-
12'·0" · 3⅞" DIA. OR 7" × 3½" × 3½" × ·44 DOUBLE CHANNELS.
14'·0" · 4¼" " " " " " ·46 " "
16'·0" · 4½" " " " " " ~~·48~~ ·50 " "
IN WAY OF TUNNEL 5'·0", 8" × 3½" × 3½" × ·44 SINGLE CHANNEL.
IN WAY OF BRIDGE:-
12'·0" · 4½" DIA. OR 7" × 3½" × 3½" × ·48 DOUBLE CHANNELS.
IN WAY OF TUNNEL 8" × 3½" × 3½" × ·50 SINGLE "
HATCH END PILLARS, AS PER SEPARATE PLAN.

MAIN FRAMES 7" × 3" × ·36 B.A. 24½" APART.
TO UPPER & BRIDGE DECKS ALTERNATELY.
4 CONSECUTIVE FRAMES AT BRIDGE ENDS TO BE CARRIED UP.
9" × 3½" × ·48 B.A. IN ENG. SPACE + ·06 IN WAY OF BOILERS & BUNKERS.
9" × 3" × ·40 B.A. FRAMES FORD, 122 TO 134 FRAMES.
PEAK FRAMES 6" × 3" × ·38 B.A. 24" APART.

BOSS PLATING ·55

TANK TOP CENTRE STRAKE 46" × ·42 TO ·36, ·52 B.S.
DOUBLE RIVETED OVERLAPS.
TANK TOP PLATING ·36 TO ·34, ·42 E.S, ·52 B.S.
DOUBLE RIV. OVERLAPS ½ LTH SINGLE AT ENDS.
FLOORS ·34 WITHOUT STIFFS, OR ·32 WITH STIFFS AS SHEWN, ·42 B.S.
GIRDER ·34. ·44 B.S.

MARGIN PLATE ·40, ·50 IN B.S. DOUBLE RIV. OVERLAPS
B.O.Ts 53½" × ·36, ·39 IN ENG SPACE, ·49 IN B.S.
" CONN 3" × 3" × ·34 SINGLE ·44 B.S. 6, ¾" RIVS. 7 IN MACHINERY SPACE.
GUSSETS EVERY 5TH FRAME, 4, ¾" RIVS. EVERY 4TH FORD (SEE SKETCH.)
" " 3RD " IN MACHINERY SPACE, 6, ¾" RIVS.

CENTRE GIRDER 36" × ·46 TO ·38, ·56 B.S.
TREBLE RIVETED OVERLAPS.
C. GIRDER TOP BARS 3" × 3" × ·42 TO ·40, ·52 B.S.
" " BOTTOM " 3½" × 3½" × ·48 TO ·46.
" " VERTICALS 3" × 3" × ·34, ·44 B.S. 5" × 5" × ·40 UNDER ENGINES, THRUST BLOCK & BOILER BEARERS.

CEILING UNDER HATCHES, AND OVER BILGES.

TANK TOP SEAMS SINGLE RIVETED

3" × 3" × ·34, 4 RIVS.
6 RIVS IN MCHY SPACE & AT FORE END.

6 RIVS. 7 IN MACHINERY SPACE.

3" × 3" × ·34, ·44 B.S. DOUBLE UNDER ENGINES THRUST BLOCK & BOILER BEARERS.

5" × 5" × ·34 FORWARD OF 3/5 LTH

ADDITIONAL GIRDER UNDER ENGINES & THRUST BLOCK WITH DOUBLE ANGLES TO TANK TOP.

MANHOLES ARRANGED CLEAR OF GIRDER UNDER ENGINES.

LUG 3½" × 3½" × ·40 2 RIVETS.

LUG 5" × 3½" × ·40 2 RIVETS.

¾" RIVS. 5 DIAS. APART.

BOTTOM SHELL ·49 TO ·41 TREBLE RIV. OVERLAPS.
3 STRAKES NEXT KEEL TO HAVE MIDSHIP THICKNESS MAINTAINED FORWARD TO COLLISION BULKHEAD.

KEEL 45½" × ·62 TO ·57

BILGE KEEL:-
BULB, 8" × ·40.
ANGLE, 4" × 4" × ·44.

FLOORS EVERY 3RD FRAME, EVERY FRAME UNDER ENGINES, & FORWARD OF 3/5 LTH.

FRAMES 122 TO 134
B.O.T. & GUSSET CONNECTION INCREASED 50%
GUSSETS EVERY 4TH FRAME.

INTERMEDIATE BRACKET FLOOR.

¾" RIVS. 5 DIAS. APART.

Signed W.T.
6.9.27.

9392.
560-1-2-3
1/9/27.

Sunderland.

J. L. Thompson & Sons.

– No. 563 –

S.S. "BANTRIA."

"Midships Section."

("as built").

LLOYD'S REGISTER OF SHIPPING
SUNDERLAND

SUNDERLAND RPT. No. 29764.

Keel .62 - .57
Fore & .40
Ble .41
.49
Wm

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Lloyd's Register
Foundation

01311-01324-0271

— MIDSHIP SECTION. —

S.S. BANTRIA.

LLOYDS 100 A.1. CLASS.

scale ½" = 1 Foot.

LLOYD'S REGISTER OF SHIPPING SUNDERLAND

PRINCIPAL DIMENSIONS.

LENGTH B.P.	=	292'·0"
BREADTH EXTREME.	=	45'·0"
" MOULDED.	=	44'·9"
DEPTH MLD UPPER DK.	=	22'·6"
DEPTHS TO LENGTH (UPPER DK.)	=	12·98
" " " (BRIDGE ")	=	9·65

NUMERALS.

D = 22·5' d = 11·12

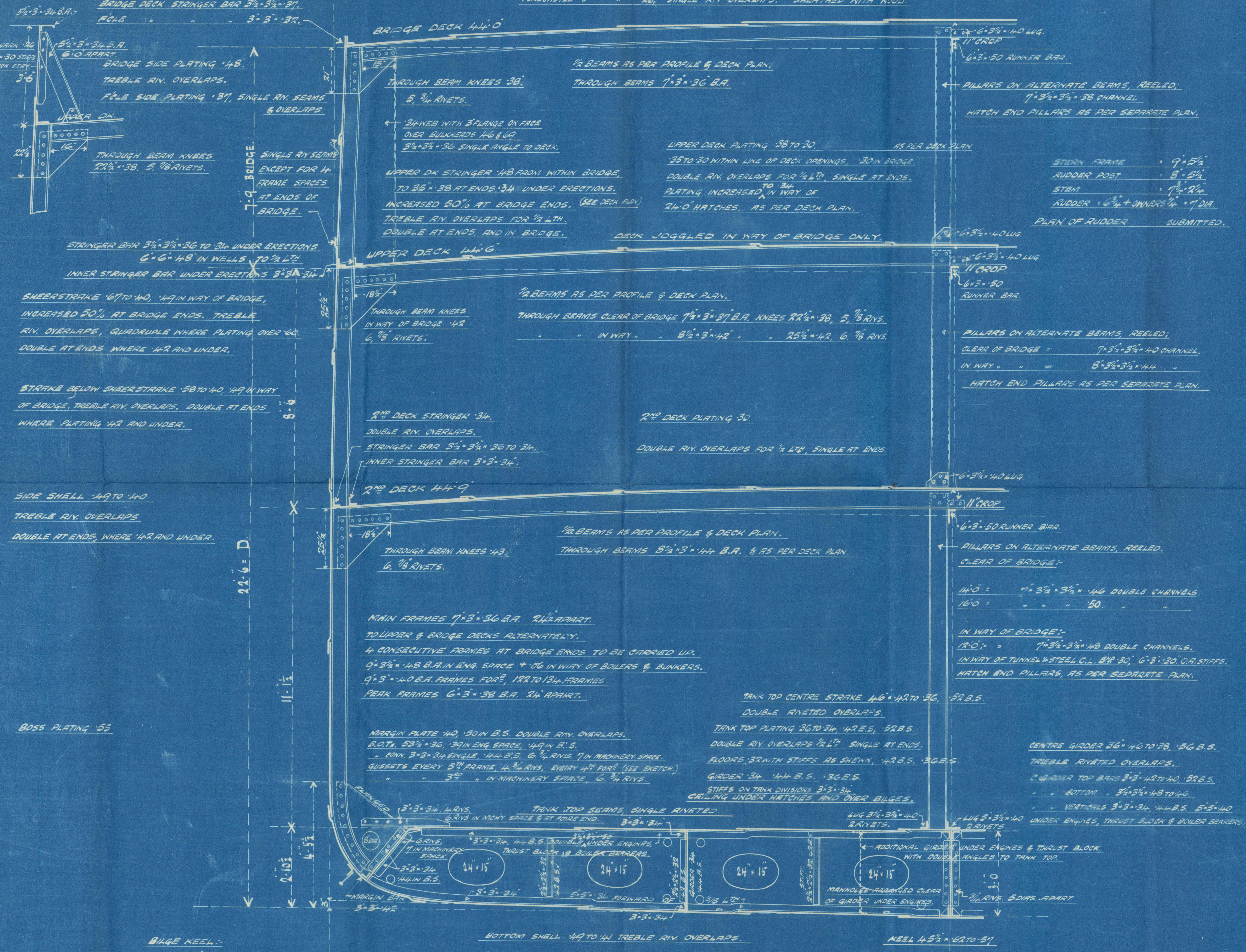
D × L = (22·5 × 292)	=	6570.
(B+D) × L = (44·75 + 22·5) × 292	=	19637.

ERECTIONS = 55% OF L

EQUIPMENT NUMERALS.

(B+D) × L	=	19637.
BRIDGE 128·62 × 7·75 × ·75	=	748.
FORECASTLE 28·25 × 7·75 × ·75	=	164.
CASING ETC 71·45 × 7·5 × ·5	=	268.

EQUIPMENT № 20817.


BRIDGE STRINGER 46" × ·40 TREBLE RIV. OVERLAPS. SEE DECK PLAN.
F'CLE " 29" × ·32 SINGLE " "
BRIDGE DECK PLATING ·34 SEE DECK PLAN ·30 WITHIN LINE OF DECK OPENINGS. DOUBLE RIV. OVERLAPS.
FORECASTLE " " ·26, SINGLE RIV. OVERLAPS. SHEATHED WITH WOOD.
BRIDGE DECK STRINGER BAR 3½" × 3½" × ·37.
F'CLE " " " 3" × 3" × ·32.
5½" × 3" × ·34 B.A.
BULWARK ·26
3" × 3" × ·30 STIFFS AT EACH STAY.
3'·6"
5½" × 3" × ·34 B.A. 6'·0" APART.
BRIDGE SIDE PLATING ·48".
TREBLE RIV. OVERLAPS.
F'CLE SIDE PLATING ·37, SINGLE RIV. SEAMS & OVERLAPS.
UPPER DK.
16"
22½"
THROUGH BEAM KNEES 22½" × ·38, 5, ⅞" RIVETS.
7'·9" BRIDGE
SINGLE RIV SEAMS EXCEPT FOR 4 FRAME SPACES AT ENDS OF BRIDGE.
BRIDGE DECK 44'·0"
21"
15"
THROUGH BEAM KNEES ·38".
5, ¾" RIVETS.
½ BEAMS AS PER PROFILE & DECK PLAN.
THROUGH BEAMS 7" × 3" × ·36" B.A.
·34 WEB WITH 3" FLANGE ON FACE OVER BULKHEADS 46 & 69.
3½" × 3½" × ·36 SINGLE ANGLE TO DECK.
UPPER DK STRINGER ·48 FROM WITHIN BRIDGE, TO 35" × ·38 AT ENDS, ·34 UNDER ERECTIONS.
INCREASED 50% AT BRIDGE ENDS. (SEE DECK PLAN)
TREBLE RIV. OVERLAPS FOR ½ LTH.
DOUBLE AT ENDS, AND IN BRIDGE.
UPPER DECK PLATING ·38 TO ·30, AS PER DECK PLAN
·35 TO ·30 WITHIN LINE OF DECK OPENINGS, ·30 IN BRIDGE.
DOUBLE RIV. OVERLAPS FOR ½ LTH, SINGLE AT ENDS.
PLATING INCREASED TO ·34 IN WAY OF 24'·0" HATCHES, AS PER DECK PLAN.
DECK JOGGLED IN WAY OF BRIDGE ONLY.
6" × 3½" × ·40 LUG.
11" CROP
6" × 3" × ·50 RUNNER BAR.
PILLARS ON ALTERNATE BEAMS, REELED; 7" × 3½" × 3½" × ·38 CHANNEL
HATCH END PILLARS AS PER SEPARATE PLAN.
STERN FRAME = 9" × 5½"
RUDDER POST = 8" × 5½"
STEM = 7¾" × 2¼"
RUDDER = 6¾" + OWNERS ¼" = 7" DIA.
PLAN OF RUDDER SUBMITTED.
STRINGER BAR 3½" × 3½" × ·36 TO ·34 UNDER ERECTIONS
6" × 6" × ·48" IN WELLS TO ½ LTH
INNER STRINGER BAR UNDER ERECTIONS 3" × 3" × ·34
UPPER DECK 44'·6"
18½"
25½"
THROUGH BEAM KNEES IN WAY OF BRIDGE ·42 6, ⅞" RIVETS.
½ BEAMS AS PER PROFILE & DECK PLAN.
THROUGH BEAMS CLEAR OF BRIDGE 7½" × 3" × ·37 B.A. KNEES 22½" × ·38, 5, ⅞" RIVS.
" " IN WAY " " 8½" × 3" × ·42" " " 25½" × ·42, 6, ⅞" RIVS.
6" × 3½" × ·40 LUG.
11" CROP
6" × 3" × ·50 RUNNER BAR.
PILLARS ON ALTERNATE BEAMS, REELED;
CLEAR OF BRIDGE = 7" × 3½" × 3½" × ·40 CHANNEL.
IN WAY " " = 8" × 3½" × 3½" × ·44 "
HATCH END PILLARS AS PER SEPARATE PLAN.
SHEERSTRAKE ·67 TO ·40, ·49 IN WAY OF BRIDGE, INCREASED 50% AT BRIDGE ENDS. TREBLE RIV. OVERLAPS, QUADRUPLE WHERE PLATING OVER ·60. DOUBLE AT ENDS WHERE ·42 AND UNDER.
STRAKE BELOW SHEERSTRAKE ·58 TO ·40, ·49 IN WAY OF BRIDGE. TREBLE RIV. OVERLAPS. DOUBLE AT ENDS WHERE PLATING ·42 AND UNDER.
8'·6"
2ND DECK STRINGER ·34.
DOUBLE RIV. OVERLAPS.
STRINGER BAR 3½" × 3½" × ·36 TO ·34.
INNER STRINGER BAR 3" × 3" × ·34".
2ND DECK PLATING ·30
DOUBLE RIV. OVERLAPS FOR ½ LTH, SINGLE AT ENDS.
2ND DECK 44'·9"
6" × 3½" × ·40 LUG.
11" CROP
6" × 3" × ·50 RUNNER BAR.
SIDE SHELL ·49 TO ·40
TREBLE RIV. OVERLAPS
DOUBLE AT ENDS, WHERE ·42 AND UNDER.
22'·6" = D.
18½"
25½"
THROUGH BEAM KNEES ·43 6, ⅞" RIVETS.
½ BEAMS AS PER PROFILE & DECK PLAN.
THROUGH BEAMS 8½" × 3" × ·44 B.A. & AS PER DECK PLAN.
PILLARS ON ALTERNATE BEAMS, REELED.
CLEAR OF BRIDGE:-
14'·0" = 7" × 3½" × 3½" × ·46 DOUBLE CHANNELS
16'·0" = " " " ·50 " "
IN WAY OF BRIDGE:-
12'·0" = 7" × 3½" × 3½" × ·48 DOUBLE CHANNELS.
IN WAY OF TUNNEL: STEEL C.L. 8½" ·30, 6" × 3" × ·30 O.A. STIFFS.
HATCH END PILLARS, AS PER SEPARATE PLAN.
MAIN FRAMES 7" × 3" × ·36 B.A. 24½" APART.
TO UPPER & BRIDGE DECKS ALTERNATELY.
4 CONSECUTIVE FRAMES AT BRIDGE ENDS TO BE CARRIED UP.
9" × 3½" × ·48 B.A. IN ENG. SPACE + ·06 IN WAY OF BOILERS & BUNKERS.
9" × 3" × ·40 B.A. FRAMES FORD, 122 TO 134 FRAMES.
PEAK FRAMES 6" × 3" × ·38 B.A. 24" APART.
11'·1½"
BOSS PLATING ·55
TANK TOP CENTRE STRAKE 46" × ·42 TO ·36, ·52 B.S.
DOUBLE RIVETED OVERLAPS.
TANK TOP PLATING ·36 TO ·34, ·42 E.S, ·52 B.S.
DOUBLE RIV. OVERLAPS ½ LTH SINGLE AT ENDS.
FLOORS ·32 WITH STIFFS AS SHEWN, ·42 B.S. ·36 E.S.
GIRDER ·34. ·44 B.S. ·36 E.S.
STIFFS ON TANK DIVISIONS 3" × 3" × ·34
CEILING UNDER HATCHES, AND OVER BILGES.
MARGIN PLATE ·40, ·50 IN B.S. DOUBLE RIV. OVERLAPS.
B.O.Ts. 53½" × ·36, ·39 IN ENG. SPACE, ·49 IN B.S.
" CONN. 3" × 3" × ·34 SINGLE, ·44 B.S. 6, ¾" RIVS. 7 IN MACHINERY SPACE.
GUSSETS EVERY 5TH FRAME, 4, ¾" RIVS. EVERY 4TH FORD (SEE SKETCH.)
" " 3RD " IN MACHINERY SPACE, 6, ¾" RIVS.
CENTRE GIRDER 36" × ·46 TO ·38, ·56 B.S.
TREBLE RIVETED OVERLAPS.
C. GIRDER TOP BARS 3" × 3" × ·42 TO ·40, ·52 B.S.
" " BOTTOM " 3½" × 3½" × ·48 TO ·46.
" " VERTICALS 3" × 3" × ·34, ·44 B.S. 5" × 5" × ·40 UNDER ENGINES, THRUST BLOCK & BOILER BEARERS.
FLANGED
3" × 3" × ·34, 4 RIVS.
TANK TOP SEAMS, SINGLE RIVETED.
6 RIVS IN MCHY SPACE & AT FORE END.
3" × 3" × ·34
LUG 3½" × 3½" × ·40 2 RIVETS.
LUG 5" × 3½" × ·40 2 RIVETS.
8" DIA.
6 RIVS. 7 IN MACHINERY SPACE.
3" × 3" × ·34 ·44 IN B.S.
3" × 3" × ·34, ·44 B.S. DOUBLE UNDER ENGINES
3½" × 3½" × ·50 THRUST BLOCK & BOILER BEARERS.
24" × 15"
24" × 15"
24" × 15"
24" × 15"
2½" × 2½" × ·32 ·42 B.S.
5" × 5" × ·34 FORWARD
2½" × 2½" × ·32 ·42 B.S.
GIRDER ·34 ·44 B.S.
3/5 LTH
STIFF 2½" × 2½" × ·32 ·42 B.S.
ADDITIONAL GIRDER UNDER ENGINES & THRUST BLOCK WITH DOUBLE ANGLES TO TANK TOP.
MANHOLES ARRANGED CLEAR OF GIRDER UNDER ENGINES.
3'·0"
¾" RIVS. 5 DIAS. APART
4'·5½"
2'·10½"
3"
MARGIN BAR 3" × 3" × ·42
3" × 3" × ·34
3" × 3" × ·34

BILGE KEEL:-

BULB,	8" × ·40
ANGLE,	4" × 4" × ·44.

BOTTOM SHELL ·49 TO ·41 TREBLE RIV. OVERLAPS.

3 STRAKES NEXT KEEL TO HAVE MIDSHIP THICKNESS MAINTAINED FORWARD TO COLLISION BULKHEAD.

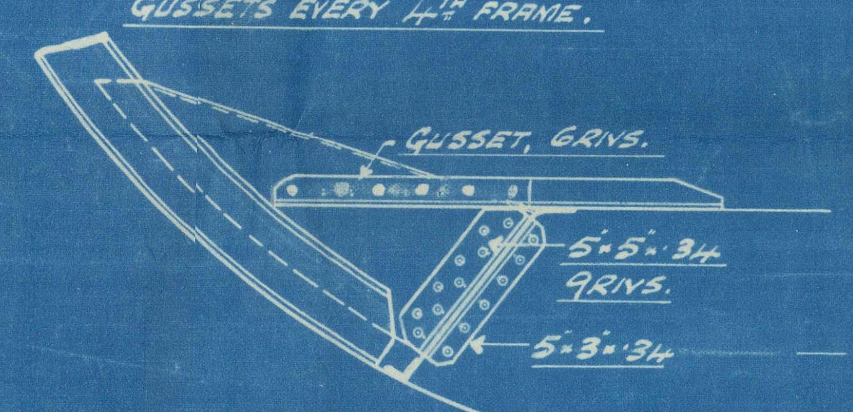
KEEL 45½" × ·62 TO ·57.

FLOORS EVERY 3RD FRAME, EVERY FRAME UNDER ENGINES, & FORWARD OF 3/5 LTH.

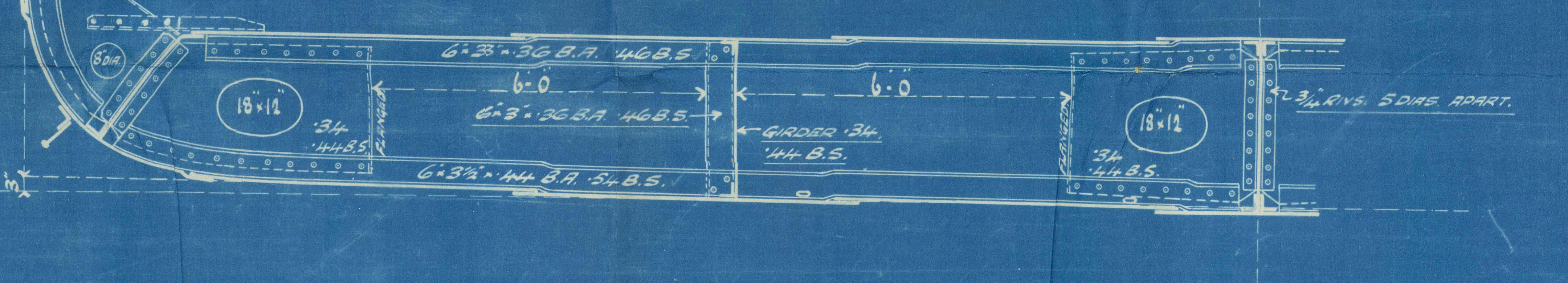
FRAMES 122 TO 134

B.O.T. & GUSSET CONNECTION INCREASED 50%

GUSSETS EVERY 4TH FRAME.


GUSSET, 6 RIVS.
5" × 5" × ·34
9 RIVS.
5" × 3" × ·34

INTERMEDIATE BRACKET FLOOR.


8" DIA.
6" × 3" × ·36 B.A. ·46 B.S.
6'·0"
6'·0"
6" × 3" × ·36 B.A. ·46 B.S.
18" × 12"
·34 ·44 B.S.
FLANGED
GIRDER ·34. ·44 B.S.
18" × 12"
·34 ·44 B.S.
¾" RIVS. 5 DIAS. APART.
6" × 3½" × ·44 B.A. ·54 B.S.
3"

JOSEPH L. THOMPSON & SONS, LIMITED. SUNDERLAND.
PLAN № 9561
SHIP № 563
DATE 18-6-28

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01815-01824-0??

Sunderland.

J. L. Thompson & Sons.

Nos 560-1-2-3.

Pumping Arrangement.

N° 560 - S.S. "BOSNIA."

SUNDERLAND RPT. No. 29682

N° 561 - S.S. "BACTRIA."

4n Theo

N° 562 - S.S. "BOTHNIA."

N° 563 - S.S. BANTRIA

SUNDERLAND RPT. No. 29764

- COPY. -

PLANS TRANSFERRED
TO SISTER VESSEL

Capetan Manolis

M/V

M/M 8597

008597-008607-0030

PUMPING ARRANGEMENT

S.S. No 560-1-2 & 3.

SCALE = 1/8 · 1FT.

292·0 LBP × 45·0 BTH EXT × 22·6 DTH MLD.

Corrected to Lloyds
S.S.

CELLULAR DOUBLE BOTTOM, FITTED RIGHT FORE & AFT DIVIDED SECTIONALLY FOR WATER BALLAST, HAVING ALL THE NECESSARY PIPING & VALVES SO ARRANGED THAT EACH COMPARTMENT MAY BE PUMPED OUT & FILLED INDEPENDENTLY

ALL SUCTION PIPES IN TANKS TO BE OF CAST-IRON, WITH FLANGED JOINTS SECURELY FASTENED, AND TO HAVE CAST-IRON ROSE-BOXES AT THE END OF THE PIPES

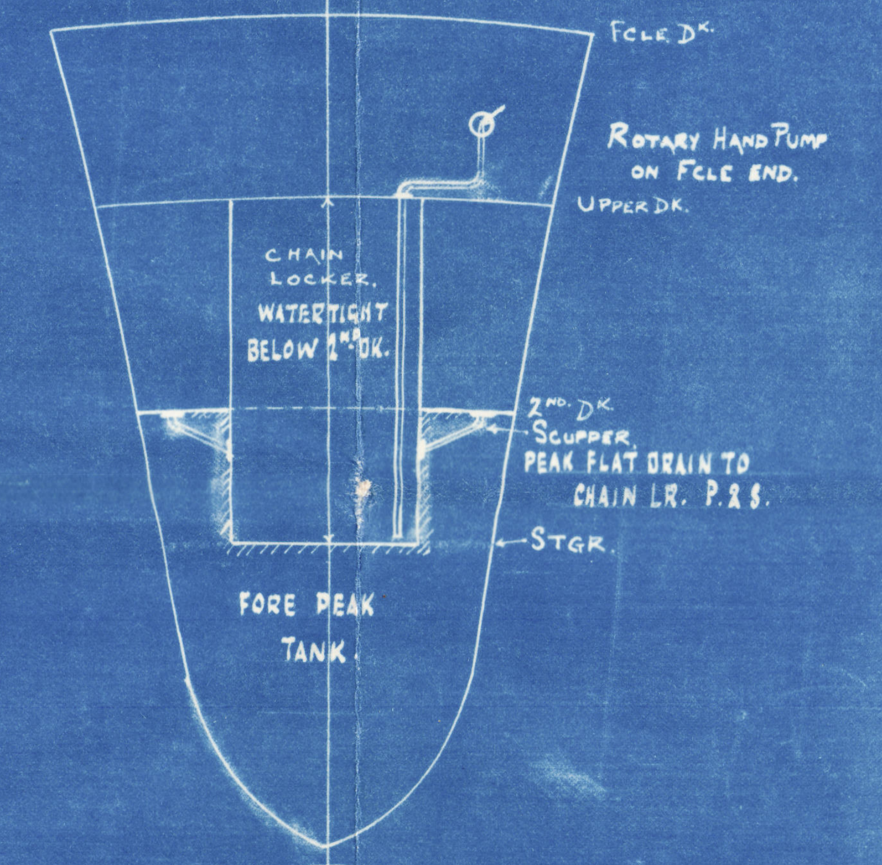
AIR PIPES TO HAVE GOOSE-NECK TOPS & SOUNDING PIPES TO HAVE BRASS DECK PIECES NEATLY FITTED INTO DECK, & CASED IN WITH WOOD IN THE HOLDS.

FORE & AFTER PEAKS ARRANGED TO CARRY WATER BALLAST; TO HAVE THE NECESSARY AIR & SOUNDING PIPES, & TO BE PUMPED OUT & UP BY CONNECTION TO THE TANK SUCTION.

A ROTARY HAND PUMP TO BE FITTED TO CHAIN LOCKER

DIRECT DONKEY SUCTION TO LLOYDS REQUIREMENTS
BILGE INJECTION 5" RULE SIZE.
E.R. BILGE 2½"
SOUNDING PIPE
3" DIAM. SUCTION
2½" DIAM. SUCTION PIPE
2½" DIAM. SUCTION
2½" DIAM. AIR PIPE
POCKET BUNKER
BUNKER
2¾" DIAM SUCTION
2½" DIAM WING SUCTION
2½" DIAM. SUCTION
2" DIAM. AIR PIPE
GIRDER
MAIN BILGE LINE NOT TO BE LESS THAN 3¾" BORE.
AFTER PEAK SUCTION 1½" DIAM
1½" DIAM SOUNDING PIPE
VALVE BOX
VALVE
2" DIAM AIR PIPE
W.T. BULKHEAD
2½" DIAM WELL SUCTION.
3½" DIAM. SUCTION PIPE
3" SUCTION
1½" DIAM SOUNDING PIPE. SHORT SOUNDING PIPE
BILGE & BALLAST LINES TO BE SEPARATE & DISTINCT AS PER SECTION 34. CLAUSE 6 C.
3" DIAM. SUCTION
WATERTIGHT CENTRE
TO BE A NON RETURN VALVE
1½" DIAM SOUNDING PIPE
2½" DIAM. SUCTION PIPE
3½" DIAM. SUCTION PIPE
PIPE WITH ROD TO DECK.
FORE PEAK SUCTION 2" DIAM
2½" DIAM.
1½" DIAM AIR PIPE
LARGE VENTILATORS IN DRY TANK.
E.R. BILGE 2½"
AS PER SECTION 34. CLAUSE 10 & 11.
AIR & SOUNDING PIPES TO BE ARRANGED ON SHIP IN ENGINE & BOILER ROOMS.
1½" DIAM. SOUNDING PIPE
TANK DIVISION
B.R. BULKHD
W.T. BULKHEAD
4 8 20 24 28 32 36 40 44 48 52 56 60 64 68 72 76 80 84 88 92 96 100 104 108 112 116 120 124 128 132 136 140 142
10'
WELL 10'-2½"
AFTER HOLD 69'-5" RECESS FRONT TO E.R. BULKHD.
46'-11½"
ENGINE AND BOILER ROOM
MAIN HOLD 83'-8½"
FORE HOLD 51'-0½"
AFTER TANK 71'-5½"
E.R. TANK. W.T. CENTRE
22'-5½"
DRY TANK B.R. TANK
18'-4½"
40'-10"
MAIN TANK. 87'-9½"
FORE TANK 51'-0½"

BRANCH BILGE SUCTIONS IN THE MACHINERY SPACE TO BE LED FROM MUD-BOXES FITTED WITH STRAIGHT TAIL PIPES AS PER SECTION 34. CLAUSE 6 G.


FCLE DK.
ROTARY HAND PUMP ON FCLE END.
UPPER DK.
CHAIN LOCKER. WATERTIGHT BELOW 2ND DK.
2ND DK.
SCUPPER. PEAK FLAT DRAIN TO CHAIN LR. P. & S.
STGR.
FORE PEAK TANK.

THE NUMBER & CAPACITY OF THE POWER DRIVEN PUMPS CONNECTED TO THE MAIN BILGE LINE TO BE IN ACCORDANCE WITH SECTION 4 OF THE RULES FOR ENGINES AND BOILERS.

DOUBLING PLATES OR THEIR EQUIVALENT TO BE FITTED UNDER ALL SOUNDING PIPES.

SHORT SOUNDING PIPES IN MACHINERY SPACE TO BE FITTED WITH NON DETACHABLE SCREW CAPS AS PER SECTION 34. CLAUSE 11.

THE REMAINING REQUIREMENTS OF SECTION 34 OF THE RULES (1927-28) TO BE COMPLIED WITH.

PLAN No 9437
SHIP No 560-1-2-3
DATE 11-11-27

008597-008607-0030

560 · 1 · 2 · 3.

Rudder Plan.

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LLOYDS

Approved plan.

J. L. Thompson & Sons.

NO. 560. - S/S "BOSNIA"

SUNDERLAND RPT. No. 29682

NO. 561. - "BACTRIA"

SUNDERLAND RPT. No.

NO. 562 - "BOTHNIA"

SUNDERLAND RPT. No.

NO. 563. - "BANTRIA"

SUNDERLAND RPT. No. 29764.

PLANS TRANSFERRED TO SISTER VESSEL

Capetan Manolis

N/N

M/M 8597

008597 - 008607 - 0031

Lloyds London

2.11.27.

S. S. Nos 560-1-2-3.

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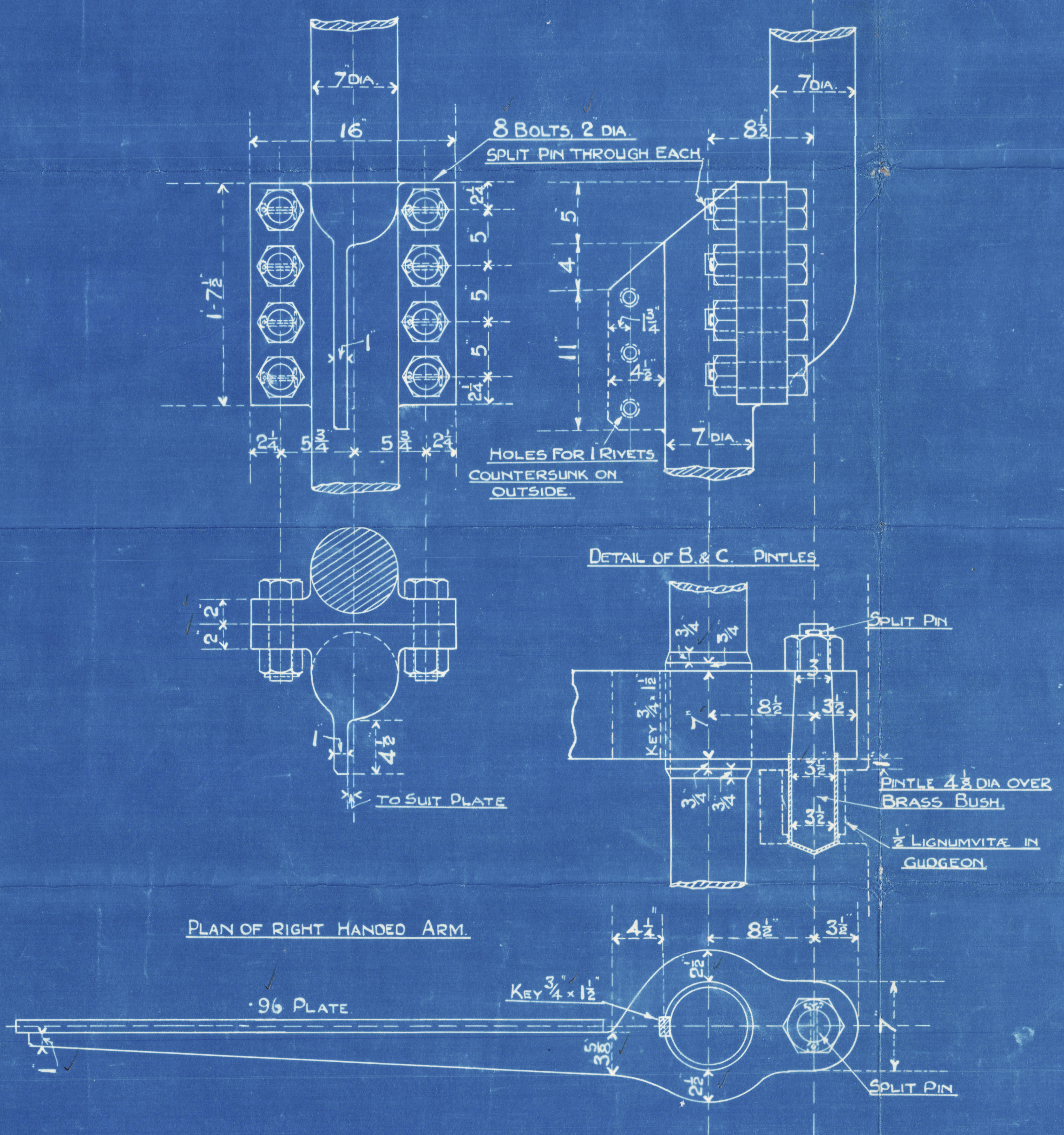
LLOYDS
Approved plan

A. 74 × D. 2.71 = 200.5
SPEED 11 KNOTS } = 6¾" RULE DIA.
+ ¼" OWNERS = 7" DIA.
INCREASE ON FORGING ONLY.

DETAIL OF COUPLING.
SCALE 1½" = 1 FOOT.

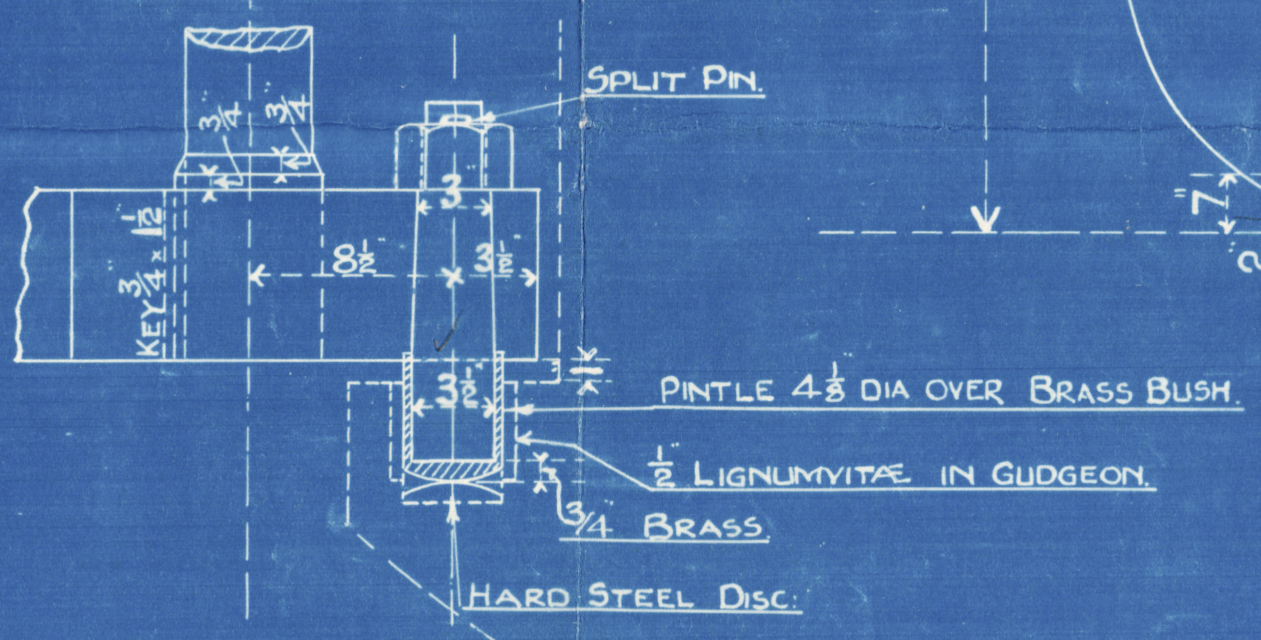
DETAIL OF B. & C. PINTLES

PLAN OF RIGHT HANDED ARM.



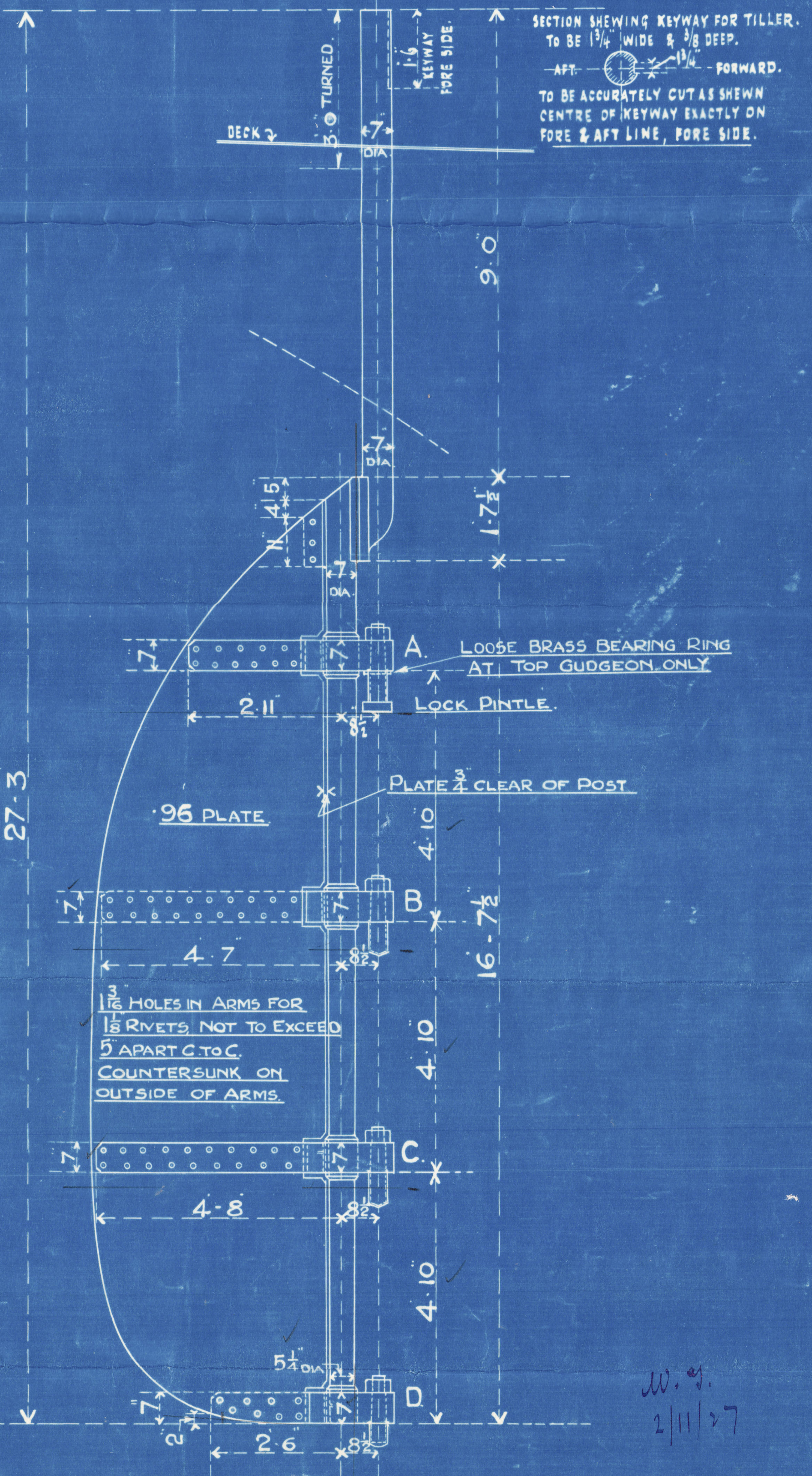
7" DIA.
16"
8 BOLTS, 2" DIA.
SPLIT PIN THROUGH EACH
8½"
7" DIA.
1'-7½"
2¼"
5"
5"
5"
2¼"
1"
2¼"
5¾"
5¾"
2¼"
5"
4"
11"
4½"
4¼"
7" DIA.
HOLES FOR 1" RIVETS
COUNTERSUNK ON
OUTSIDE.
2"
2"
1"
4½"
TO SUIT PLATE
SPLIT PIN
3¼"
3¼"
KEY ¾" × 1½"
7"
8½"
3½"
3"
3½"
3½"
3¼"
3¼"
PINTLE 4⅝" DIA OVER
BRASS BUSH.
½" LIGNUMVITÆ IN
GUDGEON.
·96 PLATE
4¼"
8½"
3½"
2½"
KEY ¾" × 1½"
1"
3⅝"
2½"
7"
SPLIT PIN

DETAIL OF BOTTOM PINTLE. D.



SPLIT PIN.
3¼"
3¼"
KEY ¾" × 1½"
3"
8½"
3½"
3⅝"
PINTLE 4⅝" DIA OVER BRASS BUSH.
½" LIGNUMVITÆ IN GUDGEON.
¾" BRASS.
HARD STEEL DISC.

RUDDER:- SCALE ½" = 1 FOOT.



SECTION SHEWING KEYWAY FOR TILLER.
TO BE 1¾" WIDE & ⅜" DEEP.
AFT
1¾"
FORWARD.
TO BE ACCURATELY CUT AS SHEWN
CENTRE OF KEYWAY EXACTLY ON
FORE & AFT LINE, FORE SIDE.
3'0" TURNED.
1'6" KEYWAY FORE SIDE.
DECK
7" DIA
9'0"
7" DIA
1'4½"
11"
1'7½"
7" DIA
A.
LOOSE BRASS BEARING RING
AT TOP GUDGEON ONLY
7"
7"
2'11"
8½"
LOCK PINTLE.
PLATE ¾" CLEAR OF POST
·96 PLATE
27'3"
4'10"
B.
7"
7"
4'7"
8½"
16'7½"
1 3/16" HOLES IN ARMS FOR
1⅛" RIVETS NOT TO EXCEED
5" APART C. TO C.
COUNTERSUNK ON
OUTSIDE OF ARMS.
4'10"
C.
7"
7"
4'8"
8½"
4'10"
5¼" DIA
D.
7"
7"
2"
2'6"
8½"

POST INCREASED ¾" IN DIA IN WAY OF ARMS
TO ALLOW KEYWAY TO BE CUT CLEAR OF
MAIN PIECE AS SHEWN.
SPACING OF ARMS & DEPTH, & DIA OF HOLES
IN GUDGEONS FOR PINTLES TO BE CHECKED FROM
STERN FRAME.

W. G.
2/11/27

THOMPSON & SONS LIMITED
PLAN NO 9430.
560.1.2.3
31.10.27

T08597-008607-0031